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### Regimental headriquarters:

Commanding officer: Captain Ference Cal Deputy: Captain Ference Horvath Captain at Hq: Captain Laszlo Kassai

Deputy: Captain Ernoe Kiss

## Three companies, each of which was organized as follows:

Company Commander
Deputy, at the same time Polit Officer
Observation Fost Officer
Engineering Officer

- 1 Technician
- 1 Armament technician
- 6 Pilots
- 1 Aircraft chief mechanic
- 4 Aircraft mechanics
- 4 Aircraft auxiliary mechanics
- 1 Armorer artificer
- 3 Armorer artificer assistants
- 1 Radio mechanic
- 3 Radio mechanic assistants.

1

#### One Searchlight Company:

Strength and equipment unknown.

- 3. The fighter regiment was equipped with the following aircrafts
  - 8 M1G-15 BIZ
  - 28 MiG-15s
  - 3 UM1G-158
  - 2 Yak-lls 2 Yak-18s.
  - The MiG-15 BIZ differs from the MiG-15 by being equipped with a VHFradio set, a larger diving brake and that it can carry two 300-liter slip tanks instead of two 250-liter auxiliary fuel tanks.

The MiG-17 is 1 meter longer than the MiG-15, is equipped with diving brakes which are three times as large as the brakes of the MiG-15, the wing surface is 2 square meters larger and it can carry two 450-liter slip tanks. In addition, the MiG-17 is equipped with a VHF-radio set and a search radar set, 3 23-mm caliber Soviet NR-type aircraft cannons, a target camera and 1 searchlight.

The following speed differences are known:

Take-off speed	MiG-15:	170	os	175	km/b
n A	MiG-17:	2 <b>2</b> 0 1			10
Landing speed	M1G-158	210	to	230	Ħ
н н	MiG-17:	250	to	350	. 11
Cruising speed	M1G-15:	900 4	to	950	tt
M W	MiG-17:	900.1	to	950	46
Maximum speed	MiG-15:	1,000	to	1,05	0 #
11 11	M1G-178	1,300	to	1,35	0 #

Maximum speed can only be reached by use of after burner.

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Sarmellek airfield was located directly west of the Keszthely -"agykanisza road, directly north of Zalavar and was bordered on the west by the Zalavar - Szentgyoergyvar road. Toward the north of the airfield the landingfield changed into arable land without any visible borders; a small forest was located at the northeastern portion of the landing field. In north-sotuhern direction, the airfield area had a length of about 3,400 meters and a width of about 1,500 meters in the east-western direction with no flight obstacles. The landing field measured 2,500 meters in north-southern direction and 900 meters in east-western direction and had a grass-covered ground which was scaked by rainfall due to lack of any drainage. A concrete runway with a concrete cover of 30 cm, a length of about 2,400 m and a width of 60 m ran from north to south and fromed the longitudinal axis for the airfield. A taxiway, about 150 meters wide, extended east of and parallel to the runway with which it was connected by 5 concreted cross lanes. Billets including 3 buildings, one of which south of the entrance, were located at the eastern side of the airfield, north of the entrance and on the Keszthely - Kiskonarom road. A 6 -meter long and 25 - meter wide hangar, in the northern portion of which a repair shop for minor repairs had been installed, was located north of the airfield. A railroad track branching off from Sarmellak railroad station, the west dide of which was a subterranean fuel depot with 5 tanks holding 1,200, 450, 100 and 50 cubic meters respectively, led to the northern portion of the airfield. The fuel depot was filled by means of railroad tank cars while aircraft were refueled by means of tank trucks, about 20 of which were available including Capel-type trucks with 2,000 liter capacity and ZIS-type trucks with a 4,000 liter capacity. The airfield had runand taxiway lighting but no boundary lighting. A searchlight was installed at the northern and southern ends of the runway, however. Radio and radar equipment, both in operation since 1954, located in the flight control building at the eastern edte and the middle of the taxiway. There were wire connections to the OLLEP in Budapest as well as to the Ftr Div in Taszar. The signal center of the airfield with telephone exchange and telecommunication equipment was located in the flight control building. The airfield was surrounded on all sides by a barbed wire fence. Twentyfour hour guard was maintained at the entrance to the airfield, at the fuel depot, motor vehicle hangars east of the flight control building, spare parts depot, at the run- and taxiways, at the parking areas south of the flight control building and at the alert unit north of the runway. During air activity in bad weather, the alert unit was assisted by 3 additional searchlights mounted on trucks. Two batteries each with six 37-mm guns, made available by the Inf Div from Keszthely, were employed for AAA protection only during the summer. With the exception of camouflage nets for each airgraft in case of emergency, no camouflage

5. One Figher division with 1 fighter regiment stationed at Kalocsa airfield was stationed at Kecskemet airfield; 1 fighter school was located at Kumadaras airfield; 1 fighter school in Kiskunlachaza; 1 GA division in Tapolca, one unit of which was stationed in Boergoend and 1 unit in Szekesfehervar—Sosto.

measures could be observed.

l.	Comment	In flying	units of th	e Hungarian Air	Force, squadrons
					personnel, pilots
	and tec nicians	s, presunab	ly belonged	to a flight and	not to a squadron.

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Annex

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#### Sarmallek Airfield

## Legend:

- 1 Houses of Zalavar
- 2 Motor vehicle hanger
- 3 Target range for test fire of aircraft weapons
- 4 . Burway, length 2,400 m, width 60 m, concrete cover 30 to 35 cm
- 5 Concrete connecting areas between run- and taxiways
- 6 Taxiway, length 2,400 m, width 15 m, concrete cover 30 to 35 cm
- 7 Concreted areas for the clearing of aircraft
- 8 " " " "
- 9 Revetments
- 10 Bridge crossing the Sarmellek Kiskomarom road
- 11 Parking and dispersal areas
- 12 Path
- 13 Billets for unmarried officers
- 14 Bath
- 15 Motor vehicle hangar
- 16 Two-story flight control building with tower, size 30 x 20 m
- 17 Concrete road
- 18 Infirmary
- 19 Command building
- 20 Old messhall
- 21 New messhall
- 22 Technical depot, 40 x 15 meters
- 23 Battery and air filling station
- 24 Loading ramp
- 25 Personnel billets, two-storied, each 50 x 20 meters
- 26 Craftsman building (shoemaker and dressmaker)

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# Legend continued:

- 27 Transformer house
- 28 Feeder track
- 29 Fuel depot
- 30 Old cemetary
- 31 Headquarters building
- 32 Repair base, 60 x 25 meters
- 33 Billets for personnel of the alert unit
- 34 Filter plant
- 35 Billets for unmarried officers
- 36 Parking area for alart unit

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